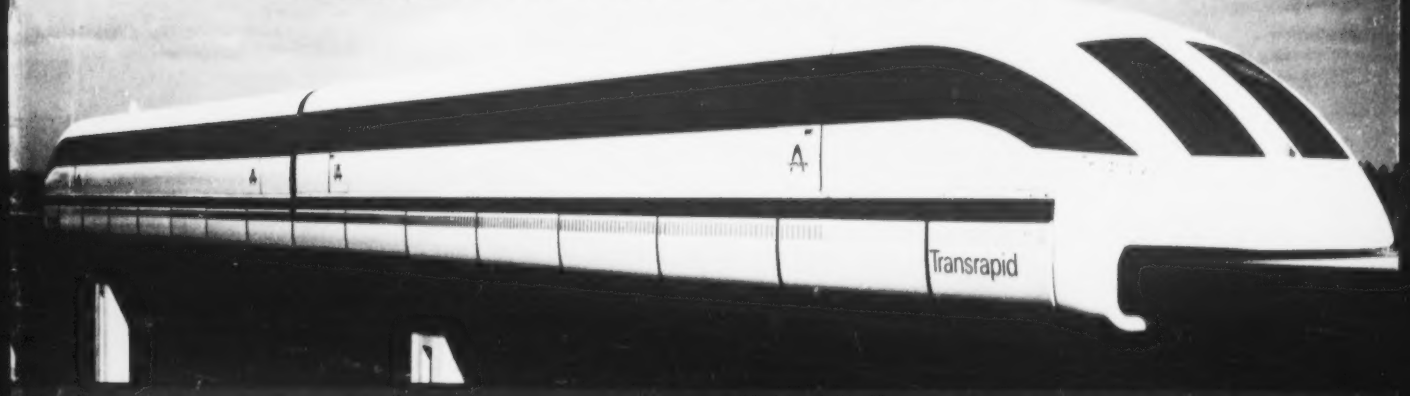
May 1992

Railway Age

...for the new age of railways and rail transit



HIGH SPEED RAIL SPECIAL REPORT
BY JOSEPH VRANICH:

"History is in the making"

Managing for profit:

Wisconsin Central

New technologies in rail grinding

**********5-DIGIT 208
#000002069874NA APR73
STATISTICA 1 REFERENCE
CONGRESSIONAL INFO SERV
4520 EAST WAY
BETHESDA MD 20814
45
P
3DG

X-2000

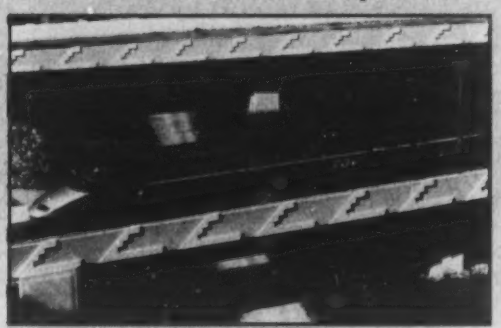
May 1992

Railway Age

HSR Special Report

22 High speed hopes soar

"History is in the making," writes SUPERTRAINS author Joseph Vranich as he reviews a year of extraordinary events that could hasten a revolution in ground transportation. After a detailed examination of progress (and sometimes, lack of it) at home and abroad, he concludes: "We're getting closer to a new Railway Age in North America."



43 High tech rail grinding?

With rail grinding's benefits clearly established, users are looking toward a new generation of shorter, lighter, computerized machines.

48 Managing for profit: Wisconsin Central

President Ed Burkhardt's rule: "We don't condone anything that stands in the way of maximum productivity and effective customer service."

55 Tank cars as sales tools

When your commodities are much like those of your competitors, transportation becomes a vital sales tool—and Olin Corp. has reacted accordingly.

Departments

7 Industry Outlook
8 Market Outlook
57 Letters
58 People in the News
60 100 Years Ago
62 Meetings
63 Literature
65 New Products
66 Advertising Sales
66 Advertisers Index

Comment

4 Inside
9 Watching Washington
12 Lines on Labor
13 Financially Speaking
54 Marketing Advocate
56 In Transit

Update

14 Seeking to capture mail from trucks, Amtrak tests RoadRailers
14 BN accelerates switch to aluminum
14 NS again wins Dow Safety Award
14 ICC exempts rail ID from anti-rebate law
15 Republic teams up with Detroit Diesel
15 Full dereg asked for motor carriers
16 ATSF moves toward central control
16 Expanding US&S will move to Columbia
17 Railroads study dynamic AEI tags
17 No. 9480: UP's "space-age" locomotive
17 Wheels International expands into Mexico
17 CNW Holdings completes public offering
18 AAR Billing Seminar features exhibits
18 25,000th coal train loaded by C&NW

Short Lines & Regionals

19 Panhandle Route sale concluded
19 RailTex takes over Canadian line
20 Central Western buys 133-mile line
20 Itel Rail sells McCloud River
20 Indiana Southern joins RailTex empire
20 Santa Fe, the city, gets a new railway

Transit

21 430-mile rail system proposed for Arizona
21 MK joint venture wins electrification
21 Chicago court upholds Metra-MK contract
21 Orange county votes commuter funds
21 Suspended light rail, anyone?

Published monthly by the Simmons-Boardman Publishing Corporation, 345 Hudson St., New York, NY 10014

USPS 449-131, Vol 193, No. 5

Subscriptions: RAILWAY AGE is sent without obligation to all Class 1 railroads, regional and short line railroad, light rail and rapid rail transit, private car lines, industrial owners of rolling stock, utility and energy personnel in railroad management and supervision in the executive and administration departments, marketing and sales departments, purchasing and materials departments, operations, mechanical, engineering and communications and signaling departments in the United States, Canada, and mexico. New price effective June 1, 1991. foreign $100.00 (U.S. funds) additional per year for Air mail delivery. All subscriptions payable in advance.
Copyrighted©1992. Second-class postage paid at New York, NY, and additional mailing offices.

Address all subscriptions, change of address forms and correspondence concerning the to Subscription Dept., Railway Age, 1809 Capitol Ave., Omaha, NE 68102 or call toll free (800) 228-9670. In Nebraska call (402) 346-4300.
Printed at Ringier America, Senatobia, Miss. Second Class postage paid by Simmons-Boardman Publishing Corp. 345 Hudson St., New York, NY 10014 ISSN 0033-8826
POSTMASTER—Send change of address forms to Railway Age, 345 Hudson Street, New York, NY 10014.

Market Outlook

Equipment

Burlington Northern: Placed a $10 million order with Johnstown America for 240 121-ton-capacity aluminum body coal cars for delivery late this year. (Details, p. 14.)

Facilities

Los Angeles County Transportation Commission: Has given Union Switch & Signal authority to proceed on a $57.5 million contract to design, build, and install an automated control system for the Los Angeles Metro Green Line. Award of the contract was announced earlier this year, but it appeared to be in jeopardy after LACTC cancelled a $121.8 million order it had placed with Sumitomo for 41 Green Line cars, announced that it would try to establish a local carbuilding facility, and said it would reconsider automation of the line. (*RA*, Feb., p. 19). But on April 22, LACTC voted unanimously to have US&S proceed immediately to implement the full contract. The system will control the I-105 and El Segundo segments of the Green Line, comprising 19.5 miles, 14 existing passenger stations, and two future stations.

Voest-Alpine Nortrak: Has broken ground for a trackwork manufacturing facility in Birmingham, Ala., that is scheduled to go into production in September. Voest-Alpine Nortrak President Al Tuningley said the 100,000-square-foot facility will produce AREA design trackwork as well as movable point frogs, welded manganese frogs, and asymmetrical switches.

European Bank for Reconstruction and Development: Awarded a $1-million contract to Booz Allen & Hamilton to conduct a study of railways in the former Soviet Republics of Russia, Ukraine, Belarus, and Kazakhstan. Booz Allen, which was selected out of a field of six international consulting firms, said the study "will help define the future role of the railways in an economy undergoing fundamental change, analyze economic and political factors that will affect railway operations, and pinpoint measures needed to transition the railways from their present to future position."

Santa Fe: Installed a new locomotive washing facility at Corwith Yard, Chicago. The washer, built by InterClean Equipment, uses a high-pressure cleaning system, a blower system for removing excess water, a water reclamation system, and a waste water treatment facility that meets all federal EPA and local environmental requirements. The system is housed in a 120-foot-long building with roll-up doors at each end.

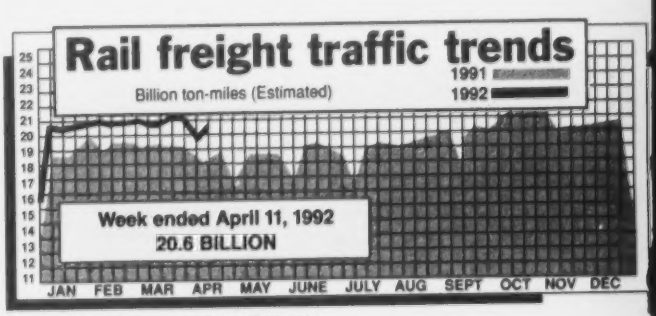
Revenue Freight Carloadings

Commodity	Apr 11 week	Apr 4 week	Mar 28 week
Grain	28,477	29,301	29,486
Other farm products	1,867	1,867	1,900
Metallic Ores	17,313	15,898	12,768
Coal	120,065	111,957	124,014
Crushed stone, sand and gravel	13,631	13,024	11,838
Nonmetallic minerals	9,353	9,016	8,505
Grain mill products	10,294	10,377	10,330
Food and kindred products	9,084	9,534	9,021
Primary forest products	9,499	9,470	9,360
Lumber and wood products	5,494	5,718	6,285
Pulp, paper and allied products	10,325	10,798	10,635
Chemicals	30,646	30,662	30,051
Petroleum products	5,318	4,830	5,018
Stone, clay and glass products	9,441	8,941	9,351
Coke	5,347	5,468	5,563
Metals and products	9,462	10,284	10,894
Motor vehicles and equipment	18,959	18,131	19,284
Waste and scrap materials	9,032	8,457	8,255
All other carloads	6,922	6,613	6,390
Total cars loaded	**330,329**	**320,346**	**328,948**
% change from previous year	0.4	0.6	5.6
			%change
Cumulative total: 15 weeks		**4,789,713**	**1.8**
Estimated revenue ton-miles	**20.6**	**19.9**	**21.2**
% change from previous year	3.5	2.6	9.3

Total:	**1992**	**1991**	**%change**
15 weeks	306.9	293.5	4.6

Intermodal Traffic

	Apr 11	Apr 4	Mar 28
Trailers	63,374	65,521	63,834
Containers	64,274	62,672	64,826
Total	**127,648**	**128,193**	**128,660**
% change from previous year	11.9	2.6	5.6
			% change
Cumulative total: 15 weeks		1,838,121	11.9



Source: Association of American Railroads

Freight Car Deliveries

	DELIVERED		ORDERED		ON ORDER AND UNDELIVERED	
	1st Quarter 92	1st Quarter 91	1st Quarter 92	1st Quarter 91	1st Quarter 92	1st Quarter 91
Built New by Carbuilders	4,660	6,397	8,421	5,873	12,975	10,683
Rebuilt	188	1,419	737	5,164	1,713	3,745
Total	**4,848**	**7,816**	**9,158**	**11,037**	**14,688**	**14,428**

Locomotives (new & rebuilt): Not available
Source: American Railroad Car Institute